



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

**CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT**

Application Number: 2201525
Applicant Name: John Woodworth, Architect for Housing Resources Group
Address of Proposal: 4500 Martin Luther King Jr. Way South

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish the use for the future construction of a low-income mixed-use building with accessory parking for 27 vehicles.

The following approvals are required:

SEPA - Environmental Determination - Chapter 25.05, (SMC)

Design Review - Chapter 23.41, (SMC)

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ MDNS ☐ EIS

☐ DNS with conditions

☐ DNS involving non-exempt grading, or demolition, or involving another agency with jurisdiction.

BACKGROUND DATA

Site Description

The site is located on Martin Luther King Jr. Way South between South Oregon Blvd and South Genesee Street. The site slopes approximately 10 feet uphill from east to west. An alley runs behind the north 3/4 of the site. The site consists of two parcels. One parcel is zoned NC1-40 and the other is zoned L4-RC. The building on the NC1 parcel is four stories tall and the other is three stories tall.

Area Development

The project is a component of SHA's Rainier Vista HOPE VI Redevelopment project (MUP 2000638). The Master Plan for New Rainier Vista proposed a mix of mixed use (along MLK) and residential buildings with a range of heights and density.

Project Description

The project is to construct one low-income mixed use building with a total of 50 residential units and 3,605 square feet of retail space. The project includes surface parking for 24 vehicles and 3 more spaces in a small garage.

Public Comment

No comment letters were received during the official comment period which ended December 18, 2002.

ANALYSIS - DESIGN REVIEW

This project was subject to the design review program. The designers received initial early design guidance at a design review meeting July 9, 2002.

Public Comment

A number of local residents were present at the meeting on July 9, 2002 (refer to project's file). Public comments related to preservation of the existing trees on site, the future grading of the site, relationship of the project to the future residential development across the alley and future improvements to MLK (including widening of the street).

PRIORITIES:

After visiting the site, considering the analysis of the site and context provided by the proponents and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle's "*Design review: Guidelines for Multifamily and Commercial Buildings*" and the "*Rainier Vista Design Guidelines*" of highest priority for this project:

A-1: Responding to Site Characteristics.

The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.

The design of the project should respond to location on the most prominent intersection in the new neighborhood by incorporating of a prominent feature at the project's street corner.

A-2: Streetscape Compatibility.

The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.

and

A-3: Entrances Visible from the Street.

Entries should be clearly identifiable and visible from the street.

and

A-4: Human Activity

New development should be sited and designed to encourage human activity on the street.

The Board noted that all of the above guidelines must be of high priority for the project. The Board recommended that the 300-foot-long building façade along MLK should incorporate a prominent residential entry. The proposed connections between the portions of the structure should be diminished by change in materials and/or added transparency. Attention to design details, creating visual interaction and pedestrian-level lighting along the façade and weather protection for pedestrians along the commercial frontage of the structure was recommended.

A-6: Transition between Residence and Street.

For residential projects, the space between the building and the sidewalk should provide security and privacy for residents and encourage social interaction among residents and neighbors.

The design of the space between the residential-only portions of the structure and MLK should follow the above guideline.

A-7: Residential Open Space.

Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.

The applicant noted that approval of a departure from the minimum required amount of residential open space might be needed for the project. The Board stated that more information about the proposed open space area would be needed for the Board's recommendation on this departure. The Board asked the applicants to clarify at the next meeting how the reduction in the amount of the required open space would result in a project which better meets the guidelines.

A-10: Corner Lots.

Buildings on corner lots should be oriented to the corner and public street fronts. Parking and automobile access should be located away from corners.

The proposed building will be located at the most prominent intersection of the future neighborhood. The street corner of the building will be highly visible to drivers, pedestrians and transit users. The Board felt that it is very important that the design of this portion of the building relates to both streets and provides visual and physical access to the project from the corner. The applicant should consider incorporating special architectural features and a prominent commercial entry at this location.

B-1: Height, Bulk and Scale Compatibility.

Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.

Due to the scale of this building and its length along MLK, this guideline is one of the most important for the project. The perceived length of the building along MLK and the alley should be minimized by the use of articulation, varied modulation, greater transparency, prominent entries, varied exterior materials and design elements. The Board encouraged the applicant to break the project into three distinct and visually separated masses along MLK and the alley. The design of the project along the alley should be compatible with and should respect the future low density residential development across the alley.

D-6: Screening of Dumpsters, Utilities and Service Areas.

Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible.

Due to the large scale of the project the service elements along the alley should be well-screened from the future neighbors across the alley.

D-7: Personal Safety and Security.

Project design should consider opportunities for enhancing personal safety and security in the environment under review.

The project should be designed to enhance safety and security by maximizing transparency, use of pedestrian-scale lighting and thoughtful landscaping. The proposed lighting plan should be presented to the Board at the next meeting.

E-2 Landscaping to Enhance the Building and/or Site.

Landscaping, including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.

Please refer to the comments above related to the recommended landscaping for the project. The proposed landscaping plan should be presented to the Board at the next meeting. The surface proposed surface parking along the alley should be landscaped with trees to compensate for the loss of trees which are currently located on site.

In addition to the referenced above City-wide guidelines, the specific Rainier Vista Design Guidelines would apply to the project:

A. Natural Systems

1. Topography (A-1)

- a. Streets should follow (north south) axis of the bowl of the site. The site is basically a bowl with MLK bisecting it.
- b. The design of housing units should address the sloping topography. Unit types should change depending on the location relative to the slopes.
- c. Pro-rate income types over the full range of housing types.

2. *Trees (E-1, E-2, E-3, A-2)*
 - a. Significant trees and significant stands of trees should be preserved where possible to ease new development into the existing neighborhood.
 - b. New and existing trees should help to create different character in sub-areas of the site.
 - c. Landscape to help reinforce pedestrian and vehicular circulation patterns.
 - d. Where special trees are not able to be preserved in their current location one of the following measures shall be taken:
 - i. Preserve through transplanting
 - ii. Preserve in kind in new location
 - e. Where existing trees, which are not special are not able to be preserved the following measures should be taken:
 - i. Replace with tree meeting professional standards, up to 4" caliper
 - ii. Preserve in kind in new location
3. *Views (A-1, A-2)*
 - a. Opportunities for public views from higher elevations on site should be provided.
 - b. Territorial views should be provided from housing and public spaces.
 - c. Coming down Columbia through Cheasty greenbelt, views along Martin Luther King Jr. Way and South Columbia should be enhanced to link the site visually with neighborhoods along arterials.
 - d. All types of housing in the new RV should have opportunities for views of Mt. Rainier.
4. *Open Space (A-7, D-1, D-7, E-3)*
 - a. A variety of safe open spaces, both passive & active, should be provided for residents and neighbors.
 - b. "Defensible" private yards should be provided at ground related housing. (Resident concern based upon accepted planning principle of providing a transition in the hierarchy of open spaces from Public-Public to Semi-public semi-private, to Private-private.)
 - c. Open space connections through the site should be created in the form of green streets or small parks from Cheasty Greenbelt to Martin Luther King Jr. Way and the east boundary to the site to enhance pedestrian paths to Rainier Play Field.
 - d. The existing market garden pea patch should be preserved or moved to an appropriate location.
 - e. Open Space System with parks, common green spaces and landscaped streets should be established to;
 - i. Connect recreational spaces
 - ii. Reinforce elements of natural systems, and
 - iii. To enhance pedestrian and visual linkage and exposure.
5. *Water (A-1, , E-2, E-3)*
 - a. In response to the Endangered Species Act, water quality should be improved through storage and filtration of rainwater.
 - b. On and off site water should be incorporated into green street concept on the site.

6. *Recreation Facilities (A-7, D-1)*

Recreation facilities should be provided which consider the needs and desires of the community and surrounding residents, and policies and standards in the Park and Open Space Comprehensive Plan by the City of Seattle. The following elements should be included based on these considerations:

- a. Usable open space: This open space may include school grounds, green streets, recreation facilities, trails, hard surface urban plazas, streets and pocket parks.
- b. Children's Play Area: A minimum of four locations at a minimum of 2000 square feet each.
- c. Basketball: A minimum of two each for both half and full courts.
- d. P-Patch: Would be sized up to six to eight families at each location, with locations interspersed throughout the community.

B. Land Use and Transportation

1. It should be ensured that trees and adequate planting strips are installed along MLK Jr. to mitigate increase in noise and traffic due to light rail line. (A-1, A-2, D-7)
2. Adequate and safe parking that is clearly defined should be provided for residents. (A-8)
3. Traffic calming measures should be achieved, including potential need to modify basic site planning and street layout standards. (A-1, A-2)
4. Visual and physical connections should be made to surrounding existing streets, and across MLK, to ease the new development into the existing surrounding neighborhood. Columbia City street grid patterns, where appropriate should be used to develop new blocks, lots and street layout. (A-5)
5. The principle of transit oriented development that higher intensity development should occur adjacent to transit stations should be followed. A transition should occur to lower intensity development outside of an area smaller than the ¼ mile radius of the light rail station. (A-2, A-4)
6. To optimize the opportunities for future development related to the light rail station and line, blocks along MLK should be perpendicular to the street, in a similar manner to existing blocks along Rainier Avenue. (A-2, A-4)
7. The height of housing on the site should transition from the tallest along MLK to lowest heights on the west and east edges which are adjacent to single-family housing or to a greenbelt. (B-1, A-5)
8. These business spaces should be sized to encourage services for pedestrians including neighborhood residents and users of the light rail transit while not detracting from the commercial viability of other commercial areas in the vicinity. This area should be developed with a pedestrian oriented neighborhood character with wide sidewalks, street trees, lighting, and storefronts with weather protection, on-street parking, and signaled crosswalks at South Alaska and at the proposed Oregon Boulevard. (A-3, A-4, A-8, A-9, C-1, C-2, C-3, D-1)
9. The existing Columbian Way that bisects Rainier Vista should be redeveloped as a landscaped pedestrian-oriented internal Boulevard and connected to the existing South Oregon Street at the east edge of Rainier Vista. (A-3, A-4, A-8, A-9, D-1)

10. Residential areas should be made up of blocks bounded by streets and bisected by alleys in the manner typified by residential neighborhoods in the surrounding area and in Seattle in general. (A-3, A-4, A-8, A-9).
11. Residential streets should make connections to existing off-site streets where practical and possible. Connections should be made in a way which is respectful of the existing neighborhood character. They should also make pedestrian and vehicular connections within the site. They should be coordinated with planned pedestrian and vehicular crossings of MLK and the rail tracks to make connections between the east and west halves of the site. (A-2, A-5)
12. Pedestrian and bicycle-only pathways should be used to augment the circulation system and provide an alternative means of circulation within the site. These pathways should be comfortable, safe and secure with pedestrian-scaled lighting. (D-1)
13. Residential streets should generally have two-way traffic with on-street parallel parking on both sides of the street, planting strips with street trees, sidewalks and pedestrian-scaled street lighting. The streets could be kept wide enough for these functions but narrow enough to restrict the speed of traffic in order to provide for resident safety. (A-6, A-8, D-7)
14. Housing should generally front the streets with entries, porches and/or stoops. Design elements of housing units should reinforce the streetscape character and further articulate the transition between public, semipublic and private space. (A-2, A-3, A-6)
15. Alleys should provide access for on-site residential parking spaces, police security surveillance, garbage collection and other service-related functions. They should be wide enough for these functions but narrow enough to restrict the speed of any traffic in order to provide for resident safety. (D-6)
16. Streetscape plans should be developed to allow the use of streetscape design as an organizing element of the site. Streetscapes should enhance different operational and visual aspects of the street and augment the differing character of sub-areas within the community. (A-2)
 - a. Martin Luther King Junior Way South: Streetscape character should distinguish between commercial and residential, while integrating mixed use frontage with Sound Transit concepts and the proposed station area. Major street crossings should be emphasized to promote safety. Landscaping should utilize street tree species with a maximum of 30'-35' tree spacing.
 - b. Oregon Boulevard: preserve and enhance existing Norway Spruce trees as a key landscape element by incorporating them into the center median of the boulevard. Use a symmetrical streetscape design to emphasize the linear aspect, as well as to provide a functional and visual link unifying the east and west sides of MLK.

C. Buildings

1. General neighborhood guidelines for housing in low-density, medium density and mixed use areas: (B-1, C-1, C-2, C-3, C-4)
 - a. Buildings should provide a physical transition from larger, taller buildings (40' height limit) along MLK, adjacent to the proposed transit station, to smaller single-family structures around the perimeter of the site and to the greenbelt area (See Guideline B6)

- b. Create distinct neighborhood sub-areas within the site, incorporating surrounding areas where possible, distinguished by topographic features, preservation of significant existing trees, view opportunities, architectural of urban design features, proximity to major commercial streets (MLK adjacent to transit station) or relationship to open space or other land use amenities.
 - c. Emphasize a residential streetscape with housing units and buildings oriented with fronts facing the street to promote community interaction, recreation and defensibility.
 - d. Where applicable provide a spatial transition from public areas of the community to private areas of the home: from the public streetscape to semi-public front yards or entry courts, to semi-private porches, more private lobbies, elevators and corridors, to most private rear yard gardens, side yards, interior courtyards or decks (see guideline A4b).
 - e. Provide adequate quantity of parking spaces for residents generally hidden from direct view of the front street yet safe, secure and well lit (see Guideline B2).
- 2. General neighborhood guidelines for buildings in low-density housing areas: (B-1, C-1, C-2, C-3, C-4)
 - a. Develop a common pattern for housing types that include enough variation of form, plan, and detail to ensure diversity in appearance of the housing.
 - b. Utilize a pallet of housing types which are compatible in scale, character and architectural details.
 - c. Have sufficient diversity so that the new neighborhood is perceived as a composition of similar fine-grained neighborhood areas rather than as a new public housing project.
 - d. Use modulation, setbacks and a variety in building height to increase the sense of diversity in the appearance of the housing and also to mitigate the visual impact of long rows of townhouse structures.
- 3. Low density housing should include at least seven basic housing structure types: (B-1, C-1, C-2, C-3, C-4)
 - a. Rows of multiple townhouses (2 and 3 stories) including those of grand residential character for the north end of MLK (see guideline B11)
 - b. Townhouses over flats in steep slope areas (see guideline A1b)
 - c. Flats over townhouses in steep slope areas (see guideline A1b)
 - d. Townhouses over garages in steep slope areas (see guideline A1b)
 - e. Stacked flats (2-story over and under duplex and three story)
 - f. Street facing carriage houses with three car alley-fronting garages below.
 - g. Side-by-side duplexes.
 - h. Small cottage houses around a courtyard.
- 4. General neighborhood guidelines for buildings in medium density housing and mixed use housing areas: (B-1, C-1, C-2, C-3, C-4, C-5)
 - a. On single purpose residential streets emphasize a residential streetscape compatible with the character of low density residential streets.
 - b. On commercial street frontages emphasize commercial uses at ground level (see guidelines B8-10). Residential uses should also be oriented to the commercial street with entrances and lobbies off the sidewalk and residential units on upper floors incorporating territorial views of the streetscape of other desirable features.

5. Develop a common pattern of building types for medium density housing and mixed use housing that includes enough variation of form, plan and detail to ensure diversity in the appearance of the housing. (B-1, C-1, C-2, C-3, C-4)
 - a. Utilize a pallet of building types which are compatible in scale, character, and architectural details with each other as well as with the adjacent low-density housing.
 - b. Have sufficient diversity so that the new community is perceived as a composition of similar, smaller projects rather than as one large new housing project.
 - c. Use modulation, setbacks, and variety in structure height to increase the sense of diversity in the appearance of the housing and also to mitigate the impact of juxtaposition with smaller structures in adjacent low density areas (potential request for design departure for setbacks, modulation, and structure width).

RECOMMENDATION MEETING:

The recommendation meeting convened April 8, 2003 with introductions of the Board. The Architect briefly presented an overview of the project and presented the design response to the priority design guidelines listed above. The building is designed to be accessible from the front and back with an interior hallway on the back side rather than an open colonnade. Entries on MLKing are recognizable with a fair amount of landscaping and gathering apron. The design sites the commercial corner on S Columbian and ML King. The bulk and scale issues have been addressed by breaking the building into discernable sections. Open space is located in a protected area and will be fully landscaped with benches, gathering areas and plants.

The Board had a few clarifying questions.

Public Comments

Safety concerns were presented which included requests for lighting, defensible spaces all around the building, transparent screening that allowed views in and out, but retained a sense of privacy. The privacy screening should be designed to discourage graffiti. Landscaping should be rich and full, but should not allow someone to conceal him/herself and surprise a passer-by. Other comments included a request that there be a clear distinction of commercial and residential units on the ground floor on South Columbian Way, more transparent fencing, light the parking areas well, work with Metro to create a bus stop that is convenient, well-lit, safe and includes plants. One member noted that the exhibited color scheme was not favored and feels awkward. One person noted that more seating in the ground level and upper level open space would be beneficial.

Another participant suggested that ground level materials be easily cleaned of graffiti. A base other than concrete was suggested as an improvement. Pedestrian oriented lighting, low-level lighting at walkways and the alley would be beneficial for the life of the project especially considering trees and lights are often too close together and trees will not be as healthy or will be severely pruned. The open space at the upper level should be designed to be more park-like and green roof options which are an available technology should be seriously considered for this project.

BOARD DISCUSSION AND RECOMMENDATIONS

The Board deliberated and discussed several concerns with the architect. The Board recommended that the architect further refine the corner parapet at ML King and S. Columbian. The architect should consider dropping the brise-soleil at the corner and the white vertical and horizontal banding, and to create a larger parapet form. This consideration will be a condition of the recommendation and will be reviewed by the DPD staff member.

Other recommendations from the Board include the following:

- change the proposed fencing materials to something more secure and less susceptible to graffiti, yet transparent and residentially “friendly”.
- add more seating in open spaces and design the upper open space to make it as useable as possible.
- keep the upper modulation at the Southeast façade.
- add well-designed low level pedestrian lighting at the rear of the project.
- add additional landscaping at the entry to the project.

DEPARTURES FROM DEVELOPMENT STANDARDS

Development Standard Departure Matrix

Development Standard	Requirement	Proposed	Departure amount	Comments	DR Board Recommendation
23.45.011 Width and Depth	67 feet	80 foot Building depth from MLK Way in L4-RC parcel.	13.00 ft.	This only applies to a length of 46 feet.	Board Approved
23.45.011 Width and Depth	90 feet with modulation	168 feet with modulation Exceed building width in L4-RC parcel.	22 ft.		Board Approved
23.47.008 Residential Lot Coverage above 13 feet	64% maximum is 9,107 s.f.	9,420 s.f. residential lot coverage on NC Site.	313.4 s.f.	L4 parcel is 2,609 s.f. under lot coverage allowed.	Board Approved
23.47.014 Setbacks	15 feet	11 feet building setback from rear lot line in NC zone.	4 ft.	Rear lot line moved during Rainer Vista subdivision	Board Approved
23.47.024 Open Space	20% of residential area, 5,212 s.f.	3,335 open space amount in NC Parcel.	1,877 s.f.	Open space in L4-RC parcel is 1,975 s.f. over requirement.	Board Approved
23.45.012 D2 Modulation	Every 40 feet, 8 feet modulation	Averaged modulation that exceeds 8 feet.		Entry setbacks are twice the modulation req.	Board Approved

Board Recommendation:

After considering the proposed design and the project context, hearing public comment, and reconsidering the previously stated design priorities, the three (3) Design Review Board members felt that all of the guidance they had given in their previous meetings had been addressed by the applicant. In addition, all of the board members in attendance supported the Departure request with one further modification. The Design Review Board recommended **conditional approval** of the design with changes described below.

ANALYSIS AND DECISION - DESIGN REVIEW

The Director of DPD has reviewed the recommendations of the three Design Review Board members present at the Design Review meetings and finds that they are consistent with the City of Seattle Design Review Guidelines for Multifamily Buildings and that the development standard departures present an improved design solution, better meeting the intent of the Design Guidelines, than would be obtained through strict application of the Seattle Land Use Code. Therefore, the Director **approves** the proposed design as presented in the official plan sets on file with DPD as of the January 8, 2004. Design Review Board meeting and the recommended **development standard departures** described above are **approved**, with the Board's recommended design **conditions**, enumerated below if any.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated November 19, 2002 and annotated by the Department. The information in the checklist, supplemental information provided by the applicant, project plans, and the experience of the lead agency with review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation" (subject to some limitations). Under certain limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short - Term Impacts

The following temporary or construction-related impacts are expected: decreased air quality due to suspended particulate from building activities and hydrocarbon emissions from construction vehicles and equipment; increased dust caused by drying mud tracked onto streets during construction activities; increased traffic and demand for parking from construction equipment and personnel; conflict with normal pedestrian movement adjacent to the site; increased noise; and consumption of renewable and non-renewable resources.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Storm water, Grading and Drainage Control Code (SGDCC) regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Street Use Ordinance requires watering streets to suppress dust, on-site washing of truck tires, removal of debris, and regulates obstruction of the pedestrian right-of-way. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures in general. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the City. Compliance with these applicable codes and ordinances will reduce or eliminate most short-term impacts to the environment and no further conditioning pursuant to SEPA policies is warranted.

Long - Term Impacts

Long-term or use-related impacts are also anticipated as a result of approval of this proposal including: increased surface water runoff due to greater site coverage by impervious surfaces; increased bulk and scale on the site; increased traffic in the area and increased demand for parking; and increased demand for public services and utilities.

Several adopted City codes and/or ordinances provide mitigation for some of the identified impacts. Specifically these are: the Storm water, Grading and Drainage Control Code which requires on site detention of storm water with provisions for controlled tight line release to an approved outlet and may require additional design elements to prevent isolated flooding; the City Energy Code which will require insulation for outside walls and energy efficient windows; and the Land Use Code which controls site coverage, setbacks, building height and use and contains other development and use regulations to assure compatible development. Compliance with these applicable codes and ordinances is adequate to achieve sufficient mitigation of most long term impacts and no further conditioning is warranted by SEPA policies.

DECISION – SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2c.
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2c.

CONDITIONS - SEPA

None.

CONDITIONS – DESIGN REVIEW

Prior to publication

1. The Board recommended that the architect further refine the corner parapet at ML King and S. Columbian. The architect should consider dropping the brise-soleil at the corner and the white vertical and horizontal banding, and create a larger parapet form.

Non-Appealable Conditions

2. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by the Land Use Planner (Holly Godard, tel 206-615-1254). Any proposed changes to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.
3. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by the DPD planner assigned to this project (Holly Godard), or by the Design Review Manager. An appointment with the assigned Land Use Planer must be made at least (3) working days in advance of field inspection. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved.
4. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings. Include colored drawings showing building elevations in the building permit plans.

Signature: (signature on file) Date: February 16, 2004

Holly J Godard, Land Use Planner
Department of Planning and Development